201 AU WHEELING, WEST VA, SATURDAY MORNING, JANUARY 11, 1879.

The Intelligencer.

announce a dividend of 3 per cent on the tock for six months ended 30th of Novemor last. The dividend will be paid on the 31st instant at the Treasurer's office of

ALL the newspapers praise the large Calendar issued from the INTELLIGENCER job printing rooms for 1879 as one of the the kind of work that is done at our job rooms, which rooms, by the way, have no equal in the State of West Virginia for turning out handsome work with neatness cheapness and dispatch, whether the job

through the medium of a dispatch to the incinnati Enquirer of yesterday, George now reaping some of the good fruits of his sound money policy. To this delicate compliment the President assented in his

issue. Towsend made free to ask the Presidear whether he meditated another trip to the South during his administration. To this interrogatory, the President replied

sville to Georgia, and made another to Richmond."

"From some things that I have recently heard, Mr. President, it occurred to me that'll you were to go to Georgia and other Southern States it might be the means of aw, kenning a feeling that, I am told, is swingt, matter of insubordination in the Democratic ranks.

symptomatic of insubordination in the bemoer-tic ranks.

"I rather entertain the view," said the President, "that the best thing to do with the South is to let it alone. I don't think the course of an improved feeling is to be assisted by two much outside interference. They have had enough foreign prodding. I am entirely aware that discord, prevails in the ranks of the Democratic party there. I am entirely aware that discord prevails in the ranks of the Democratic party there, as it very naturally might do. While I will not venture to predict how long it will not venture to predict how long it will take for a respectable division to occur in the South, I am very sure it must come about. They may not divided during my administration, but the South has thaking, independent people, like, any other section. I hear, as your do's flat they are not wholly satisfied with their condition, nor contental with their apart

with the sound policy that the President has pursued towards the South eyer since he came into office.

Passing from politics to matters some what philosophical in their nature, Town send asked the President how he accounted for the remarkable dovelopment of in dividual character in the State of Ohio during the last twenty years:

"You refer to public life, I suppose said the President. "I think that arose said the President. "I think that prose in part from our position. We stood across that perpetual current of emigration to the West from the States of New England, Aew York, New Jersoy and Pennaylvania. We were constantly refreshed with new blood, and the emigrants were men of bold spirit, ardent to improve their fu-tures. Another great education for Ohio was the practice of public speaking from was the practice of public speaking from tures. Another great education for Ohio was the practice of public speaking from the stump in all election contests; it was introduced into Ohio by the Virginia element, which sottled in the southern part of the State, All our candidate for Governors, Congressmen and even local positions had to be ready to explain themselves, advance their views, and discuss with an opponent. The consequence was that averaged to the consequence was the consequence of th position had to get over his backwardness

"I think it would be very hard in any part of this country" said the President, "to match Garfield as a versatile, thoughtful, ready public speaker. Not that his theory is altogether a matter of temperament. It grew by habit and frequent opportunity until that gentleman can stand up on his feet and reason with precision, and entertain a large body of men and women anywhere."

Mr. President, which of the public

"Mr. President, which of the public syeakers of Ohio influenced you and men of your age more than any others?"

"Thomas Ewing and Thomas Corwin. They were the greatest speakers that I heard in my youth. Corwin was a model for humor and playfulness, to bring people up to a feeling of good-natured receptiveness. Mr. Ewing was a rather more ponderous and grave man, and probably the better reasoner of the two. He used a set of stately phrases at the opening and conclusion of his discourses. I remember that one of them was: 'Ladies and gentlemen, I see before me to-night-a-sea of handsone faces and an ocean of intelligence.'"

nandsome acces and an occasi of interingence."

"Do you apprehend that Ohio will continue to hold her place as the most prominent-political State in the West."

"I ckn't say that," said the President. "There is another Ohio beyond us, settled by our young men, who constitute a large element in Illinois and other States. It may be that we shall lose that scepter that we have in a measure kept for some years. It may go west. I do not observe, however, any falling off in public spirit and the manhood and stature of the people of

Coming again to matters of a political Coming again to matters of a political and financial character in the course of the conversation, Townsend ventured to the conversation, Townsend ventured to the following question. We call the Taking a chair close beside the reporter, particular-attention of our Greenback

"What is the next issue in national pol-

itics, Mr. President?"
"That depends altogether on our Demo-cratic friends," said Mr. Hayes. "You know that they are in the opposition, and quest raise new issues to employ them-selves. It seems to me that Judge Thur-man Inid down their next issue when he said: 'The National Banks must be atjack-ed, and instead of their currency the green backs will come in vogue everywhere.'

I told the President that I thought the South still presented the field for some-thing exciting. "I should rather think," said the Presi-

full powers and print a State currency. Shrewd, sharp, over-anxious men, such as exist in every State, and particularly in new States and in poor States, will get the banking privileges. We shall see again that condition of thirigs which prevailed about 1826, when all kinds of local currency were affont, printed generally on the commonest kind of paper and poorly executed, so that a counterfeit would pass almost as well as a good note, and both were at a discount a few miles from the place of issue. We shall have, under such a system, another tax in the shape of an exchange between such a State currency and good money at the seaboard. That is the only question, it seems to me, immediately pending, and our people may expect to have to meet it. If can distinctly recollect the time when the great bulk of the currency in the Western States was in the hands of a mere handful of men, who managed the whole of it."

n the hands of a mere handful of men, who managed the whole of it."
"Do you feel satisfied with the success of

resumption?"
"It seems to me," said the President,
"that our whole people must, without regard to party, have given a general assent
and assistance to that measure since it has
gone into operation. It looks to me like a
perfect success."

velopment of heavy forgeries by Samuel Henderson, a man of good family and a prominent church member, who stood a high in point of moral character in this even suspected until an accidental circumstance revealed his guilt. His victims are the Quaker City Bank, the Guernsey National and several other parties. The banks have in whole or in part secured their claims. He used the names of his brothers as andorsers on his forged paper.

ABBUAGE TRIMMING ESTABLISHMENT BORNED CINGINNATI, January 10.— Wilson & sons, carriage trimming establishment was distroyed by fire to-day. Loss is estinated to be about \$140,000. Wayne &

aged by water.
The walls of the burning building fell The walls of the burning building fell upon the rear of the Commercial Bank building, demolishing it. The telegraph wired in front of the burned building were broken by the weight of the free which formed thureon. The ice piled up to the highli of four or five feet upon Main and Hammond streets, at the doors of the building where the firemen were at work. The street can track was frozon under so deeply that it took a gang of workmen soveral hours to get at it.

AT AINSWORTH, ILL.

CHUCAGO J January. 10.—A fire at Ainbivorth, twenty-five miles south of Chicago, in the Panhandle Road last night, desroyed the Union Rendering Company's stablishment. Loss \$8,500.

POSTOPPICE AND MAIL MATTER BURNED. JEDO, PENN., January 10.—G. B. Markle & Co's, building, express and postoflice and a quantity of mail matter were burned.

Loss \$40,000.

Loss \$40,000.

PACKING AND CARBING ROOMS.

Theor N. Y. January 10.—The packing and carding rooms of the Troy Manufacturing Co. Mill, at Cohoes, burned this morning. Loss, \$30,000; insured. The wildest excitement prevailed among the employes, and many escaped by gamping from windows. Timothy O'Hearne was fataly burned, a number of others were slightly burned. The fire will cause a complete suspension of work for some weeks, which will entail great hardship on 250 employes.

AT SPHING LAKE, MICHIGAN.

DETROIT, January 10.—A fire at Spring

Dernor, January 10.—A fire at Spring Lake this afternoon, destroyed the Nat-ional Hotel. Most of the lurniture was saved. The loss on building \$2,000; insur-citor \$1,000.

position had to get over his backwardness and shyness and present himself boldly, and learn to reason off-hand. I do not know of as good a system of education as that. From Ohio this system has extended acts ward into New York and Pennsylvania, We have, however, the fullest benefit of such public discussion. The consequences, such debaters as James A. Garfield."

"Do you regard Garfield as one of the best products of the popular speaking system?"

MADE AN ASSIGNMENT.

NEW YORE, January 10.—Jos. Burkoff and Louis M. Livingston, dry goods merchants, made an assignment. Liabilities \$100,000; real assets \$47,000.

THE B. & O. R. R.

An Interview with the Second Vice-President of the Company

of the Road Last Year.

to fall in with Vice-President Keyser of oon thereafter the reporter and railroad ture to investigate the grievances of ship-pers along the line of the road.

manner; full and frank in all his utter of the company. We presume that the

ready and willing to give any information road. We give the substance of what

legislature by the committee appointed in the railroad system of the country was rail that have been made by appirers in regard to local discriminations in your freight rates.

Mr. K.—I am aware of that fact. I have pened than the present development.

is to investigate the complaints that have been made by abipers in regard to local discriminations in your freight rates.

Mr. K.—I am aware of that fact. I have as perhaps you know, been before that committee at most of its sittings along the road, and have also met with them liere. Reporter—You are then, I presume, fully posted as to the probable character of their report.

Mr. K.—I suppose that I may say that am in a general way, although I have not seen their report. There will likely be two reports—a majority and minority—nor of which will emody something like an agreement or concurrence of views between the road and the committee on the basis of a revised schedule of our rates, while the other will be more of an ex-parts and antagonistic view of the company's relations under their charter to the people of the batter.

Reporter—The testimony as published Reporter—The testimony as published some months ago seemed to show cases of hardships on the part of shippers— such as called for rectification and relief

R.—What do you mean by the Wheeling rate?

Mr. K.—The competitive rate that has been given to Wheeling as a terminal point to enable her to distribute her manufactures and merchandise on an equality with Pittsburg and Cincinnati.

R.—What is the objection on the part of the company to making such a rate general along the line of the rold?

Mr. K.—That brings up the whole railroad question, to a certain extent and necessarily covers a great deal of ground. I presume you are aware that there is a lo-cal rate and a through rate on every rail-roat in the country, and also that these two rates everywhere differ more or less widely. This being the case, there is at least a fair presumption that there is a rea-

least a fair presumption that there is a reason for the difference that exists between them. A through business is a fluctuating business—fluctuating as to business and as to price. Our road, for instance, is equipped to do a certain average business. To do this business we distribute cars at Wheeling, Pittsburgh, Cincinnati and Chicago. Sometimes we have more business than we can do, and sometimes very much less. We must necessarily have a large force to man, this equipment. This force must be employed or, it will dissolve on chicago. Sometimes we have more ously nees than we can do, and sometimes very much less. We must necessarily have a large to force to man this equipment. This force must be employed or it will dissolve on our hands. Our constant anxiety is to keep it employed. We must provide business for it at the best rates the market disfords. We must, in like manner, keep our rolling stock moving, for well have a bonded debt and other expenses, to take or can off. If this were so is mall an amount that we are permitted to curre by reason of the competition we need, we must secure our pro rate of it? This is agreet necessity laid upon us. For instance, a large shipper in Chicago goes to our agent there and tells him that he has a cablegram from Edvope for fifty carloads of wheat or pork, provided team be loaded at New York or Baltimores at a certain prine. Our agent finds that business is quief or the propered.

provided to an obligated at New Fork of Baltimers at a certain price. Our agent inda that business is quiet for the moment, and that there is an active competition among the roads for the freight, and that we have idle cars to carry it. He therefore figures on it, and by force of competition, reduces it as low as the lowest provided there is any margin at all left. Now it study to reconctust we could not Now it stands to reason that we could not lo local business after this fashion. In

do local business after this fashion. In the first place, we could not make and unmake a new schedule overy short while. In the next place, while we can afford to do this immense wholesale business on a very short margin of profit, because it is quickly handled and at a minimum of expense, yet if we approximated such a schedule for local business we would be bankrupted. Every railroad man in the country will tell you that.

R.—Do the infamily of the committee ask you to reduce your local rates to these

R.—Be the ininbrity of the committee ask you to reduce your local rates to these low through rates?

Mr. K.—One gentleman seems to be of the opiniou that we should reduce our local rates to a pro-rate with our lowest rate from Chicago or San Francisco. That is, that if we should carry grain from Chicago to Baltimore at 18 cents por hundred under the circumstances I have mentioned, that the mileage from any point in West Virginia 46 Baltimore should be only a pro-rate of that 18 cents. You can figure out for yourself what we would get on a car of whest for Martinsburg at that rafe. Rep.—The pro-rate would of course be quite infinitessimal.

Mr. K.—The Wheeling rate, as it is called, is simply an abridged edition of

which they are subjected by rival points. Lists a choice between this and no business at Wheeling. We therefore, like all railroads, make a virtue of necessity.

R.—This does not mean Mr. Keyser, that you give Wheeling prorata rates with Cincinnati and Chicago?

Mr. K.—No, but simply that we give her such rates as will enable her to protect her legimate territory from invasion by those cities or by Baltimore. This is what we must do for every principal content of trade

nust do for every principal center of trade

here cannot of course ask more at your hands than this?

Mr. & T. Ishould say not. We do as well for every point as we can afford. It is our interest to build up trade everywhere at any point touched by our line obtis connections. To do this we must have a system, and that system must have its gradations, according to the business and the competition. For the same season that we cannot carry goods from Chicago and the competition. For the same season that we cannot carry goods from Chicago to Beltimore at a pro rate on San Francisco cates, we cannot carry them from Wheeling to Baltimore on a pro rate of Chicago rates. And the same principle makes it impossible that we shall carry them from Martinsburg to Baltimore on a mere prorate of Wheeling rates.

eady and willing to give any information in his power in regard to the affairs of the oad. We give the substance of what assed between them:

Reporter—Mr. Keyser, you are aware of ourse that a report is to be made to the affairs of the control of

such as called for rectification and relief from some sources.

Mr. K.—That lathiff and so does the company, and we have limit that and that your company has gone into a general system of relief by the introduction of a new focal tariff of freight charges.

Mr. K.—That is correct.—We have gotten out a revised ariff, by which we have reduced local rates from 20 to 30 per cent. We expect to put it in force on the 1st of February.

R.—Does it give satisfaction to the committee.

Mr. K.—To a part of the committee it seems to be a reasonable ground of adjustment, while to others it does not.

R.—What is the ground of dissatisfaction of the part of a part of the committee;

Mr. K.—To a part of the committee it seems to be a reasonable ground of adjustment, while to others it does not.

R.—What is the ground of dissatisfaction of the part of a part of the committee;

Mr. K.—That it does not reduce the local tariff throughout to the so-called and the properties of the sensitive of the world. We have spent here we and three millions of dollars to does up the port of Baltimore to the committee?

Mr. K.—That it does not reduce the local tariff throughout to the so-called and the properties of the sensitive of the sensitive of the sensitive of the world. We have spent here we have given because of the committee of the world. We have spent here we would construct the properties of the committee of the world. We have spent here we would not be the world the world the committee of the world. We have spent here we would not be the world the world the construction of the committee of the world. We have spent here we would not be the world the world the construction of the committee of the world. We have spent here we would not be the world the world the construction of the committee?

Mr. K.—That it does not reduce the local and that the world the commerce of the commerce of the construction of the commerce of the constru

you the mignitude of the expense that has been entailed on the Balti-more Road, and how vast has been the charge since 1847. The company has borrowed millions in Europe to meet these necessities, and the end is not yet. We

ht.—Into outline of the past and present history of your road is certainly very interesting, Mr. Keyser, but suppose, notwithstanding the changes that have occurred since 1847—which are true, no donbt, as you present them,—the Legislature still insists on holding you to the limitations of your charter as respects local rates. What then?

Mr. K.—We must do no of the this.

interest in this is on holding you to the limitations of your charter as respects local rates. What then?

Mr. K.—We must do one of two things—localize Wheeling or go into bankruptcy. If we localize Wheeling we ruin her business, and if we make her rate the local rate we ruin ourselves. So far as I can now see these are our alternatives. No road can put its wholesale and retail business on an equality. No man can peddle for the same price that carboes are sold. We can load and haul 20 cars that go straight through and come straight back for far less money than we can load, unload and haul broken loads from point to point along the line, an operation that involves delays, switching, loss of cars and other incidents that enter into the expenses of the road.

R.—It is not to be presumed that the legislature would push your road to a point where rainous lesses are said to in the road.

R.—It is not to be presumed that the legislature would push your road to a point where rainous losses would set in, either upon any of the great interests of the State, such as those of this city, or upse either upon any of the great interests of the State, such as those of this city, or upon your company, but at the same time at there is a feeling that the road does not properly sympathize with and cultivate its local patronage. The common expression is that the company takes the measure of every shipper's business, and after as cortaining the highest rate that it will stand, it is not stand to be reduced in order to both conclinate and cultivate our local trade. It would not be stranger if we had imposed that our traff is to be reduced in order to both conclinate and cultivate our local trade. It would not be stranger if we had imposed to say that I think we have. At the same time please think of the large and expensive hauls we have over a mountains and through a rough and sparsely settled country-wand the very light.

Rep.—The pro-rath would of course be business that the country shorter. Think quite infinitesimal.

Mr. K.—The Wheeling rate, as it is ally been to that country. No road could called, is simply an abridged edition of put down its rate to a point that many this Chiego or San Francisco rate, for we persons would be satisfied with, with a make a low rate at times clear through view to originating a business—making near Memphis.

from ocean to ocean, according as we have unemployed rolling stock and as competition may compel us. Wheeling is a terminal point. She ships 20 car loads per day out of our depot. Freight collects here from other routes, and a reserve of cars is kept here. We have competition by river and rail at this point. If we were to localize Wheeling manufactures, while a constant succession of cities, towns and rail at this point. If we were to localize wheeling manufactures, while at the same time those of Pittsburgh, Cincinnati and other places were put upon a different basis, the business would be dried up here in a very short time. We are obliged to establish such rates as will enable your manufacturers and merchants to live under the pressure of competition to which they are subjected by rival points. This archoice between this and no business it. Wheeling. We therefore, like all rail-roads, make a virtue of necessity.

R.—This does not mean Mr. Keyser, that you give Wheeling pro rata rates with Cincinnati and Chicago?

Mr. K.—That question is easily answerted. We hold ourselves always ready to foster any business that does not compel Mr. K.—No, but simply that we give here

oster any business that does not comp

ed. We hold ourselves always ready to foster any business that does not compel us to break down our business elsewhere. I met this very question at Fairmont sometime ago. There are three great coal fields upon our lines, vis, the Monongahela on the Connellsville line, the Fairmont field upon our main line, and the Clarksburg fields upon our Parkersburg branch. Now look at the situation of these fields. Our hauls between the Monongahela coal fields and those of Fairmont and Clarksburg are very different. From the two latter we haul over two ranges of mountains, the Kingwood and Laurel Fork, at great expense, while from the former we haul over only one range. There is a difference in the market value of these coals. The first named always commands a higher price in the East. Even if we were to put them all on an equality, 'notwithstanding the relative expense in the hauls, still the first named would be preferred in the market, and Fairmont and Clarksburg would be relatively just where they are now. Where then would be the advantage in breaking down the price, to our own great injury and without compensating advantages to

debts and our expenses are naturally with us a primary consideration.

R.—These considerations, Mr. Keyser, are certainly entitled to their just weight at the hands of the Legislature, and I doubt not that that body will meet you in a fair spirit of compromise. They can have no interest in forcing the company to the wall.

Mr. K.—All that the company asks or expects is just that fair spirit of compromise. We have an abiding confidence that the Legislature does not intend to do us an injustice. The company's main line and its great properties are largely in the is an injustice. The company's main line and its great properties are largely in the territory of West Virginia. They are there to stay forever. We spend thousands and tens of thousands of our earnings in the State every year. We do not intend to be an alien corporation on West. Virginia soil, but part and parcel of her future, and we hope that a better understanding between the Company and the people of the State will grow out of this present discussion before the Legislature. We claim to be listening with both patience and sympathy to all the charges against us, and all we ask in return is that the people will listen with the same patience and sympathy to our story.

And thus concluded the interview be-

have put it in print as a matter of grea

Earnings and Expenses of the Eric Ball-road. irge scale and with the most perfect system. I only speak of these points to show the Directors of the Eric Railroad Company, just published shows from June 1st o September 30th, 1878, the gross earnings to be \$5,192,581; net earnings, \$1,830,-480; on deducting the rentals of leased lines, &c., \$1,561,950; after the payment of \$743,404 interest on funded debt, there is a net profit for the four months of \$828,546. and a net profit for the entire year to September 30th, of \$625,431, besides the floating debt has been reduced from \$4, 000,000 in 1877, to \$600,000; a continuance of the surplus at this rate gives hope of a dividend. This result has been reach ed mainly by a reduction of the expense of 74 per cent under the old management to 62 per cent under the new. The cost of the third rail between Susquehanna and Buffalo, has been paid mainly from the net earnings, and the cost of the third rail from Susquehanna to Jersey City, has been paid from the money received for assessment. The expected early completion of the connection with Boston, will give the Eric road an additional annual busigness of \$2,000,000, and place the road on an equality as to facilities, with the New York Central. of 74 per cent under the old m

tenderamings and the cost of the third rall from Susqueinanna to Jercey City, has been pind from the money received for as of the connection with Boston, will grid at the frie road an additional annual business of \$20,000,00 and pince the road on an equality as to facilities, with the New York Central.

As Indian Stampede.

Four Rosisson, Nan, January 0.—The hostic Cheyennes imprisoned here since the majority to act upon this fall to the minority has been to leave the majority to act upon this fall to the minority has been to leave the majority to act upon this fall to the minority to act upon the fall to the minority of the minority of the minority of the minority to act upon the fall to the minority of the minority to act upon the fall to the minority to act upon the fall to the minority to act upon the fall to the minority of the minority to act upon the fall to the minority to act upon the fall to the minority to act upon the fall to the minority and the transfer in the time specified.

San Farxings of the commander placed a strong gard over their prison room. Last might about 11 o'clock the awarges jumped through the windows of the prison room and made for the princip, which is thickly and the commander placed a strong gard over their prison room. Last might about 11 o'clock the awarges may be added and another is not expected to gard from voiling specific to the commander placed a strong gard over their prison room. Last might about 11 o'clock the awarges may be added and another is not expected to gard from with the commander placed and the four the placed and the four the gard from with the policy wounding four of the gard, of whom one to gard from with gard from with the placed and the four the gard from with the placed and the four the gard from with the placed and the four of the gard, of whom one to gard from with the

inountains and through a rough and sparse-bound south, was ditched near Reasett ly settled country-and, the very light last night. Baggage Master Crawford was business that the country affords. Think killed. Expression Brown mortally in-

BY TELEGRAPH.

Away.

Steamers Crossley and L. T. Moore Sunk -Fleetwing Damaged.

General Movement of the Ice at Cincinnati

CINCINNATI, January 10.-The reports rom above are to the effect that the proken gorge in the Kanawha river has prospect of a general break up here in the loaded with coal. The steamer J. C. Crossley, which had taken refuge in the Guyandotte river, was cut down and sunk by the rise in that stream.

ried away, the steamer L. T. Moore sunk and the Fleetwing damaged. THE RISE IN THE KANAWITA.

CINCINNATI, January 10 .- River 13 feet The ice is still solid. Weather clear and cold. A big rise is reported in the Big Sandy and Kanawha, and the ice is running out of the latter stream. The Farrow
and several barges of coal have been sunk
up the Kanawha. The steamer Orossley
was carried out the Guyandotte river by
the ice, and is a total loss. The ice in the
Ohio moved at Ashland at 4 o'clock this
afternoon. Combined efforts will be made
to-morrow by the towboats here to break
up the ice if possible as far as Lawrenceburg.

GATLETTEBURG, January 10.—One loaded to-morrow by the towboats here to break

and two empty barges were carried away were sunk in the Kanawha and will be total loss. Further movements of the ice in the Ohio are checked by the gorge at Hanging Bock, but a break-up there is

WASHINGTON.

THE SUGAR TAX.

ing to-day, before the Ways and Mean Committed Te.A. Hayemeyer, perhap the most extensive refiner in New York and Austrian Consul, argued that the dut should be collected on ad valorem prin ple, and that no discrimination should i made against any class of citizens. He opposed the one rate duty as it would a nihilate refining interests altogether. The allegation of fraud against refiners he

w. T. Booth, of New York, said the sugar refiners should be protected. The value of the polariscope depends on the accuracy of the reports of samples. Sugars are not sold upon the results of the

GEN. BAUM ON THE TOHACCO TAX.

Gen. Sherman, on the Burnside Army, bill. Hesays: I have carefully examined it, and give to that portion which covers the general administration of the army my hearty approval. As to the organization of the army under the bill, I cannot give my cordial support. Think the present organization good; and well suited to our Western frontier, and I think it unfortunate to diminish the caviry force. What is wanted is to give the present regiments more soldiers. The bill bears heaviest on the line, while no loss is sustained by the Staff Department, except changing the duties. The staff should be cut down to the figures in the bill.

The General closes his letter by saying that he don't like to see the number of general officers diminish, and thinks that aspiring young Colonels should not be cut off.

TO THE DAILY INTELLIGENCER.

Seventy-Two Barges Swept

Washington, January 10.—The refiners ad importers of sugar had another hear ng to-day, before the Ways and Means

A VEIDICT FOR GRANT.

Under instructions of the court the jury gave a verdict for the defendant in the case of Thomas J. Biggins vs. General Grant, charging him with false imprisonment.

After the case was closed the council for the white it is the form.

The Potter Committee are going to investigate the cipher telegrams, and he requested the House to grant an addition appropriation for expenses. It is considered to the constant of the constant o

tions were made or attempted under it.

In view of these, and other considertions, the administration will be strong urged to decide not to enforce the decisions. tions, the administration will be strongly urged to decide not to enforce the decision, except with respect to polygamous marriages that may be hereafter contracted. Mr. Cannon has already called the attention of the present members of the administration to this view of the case, and it is probable that some influential Congressmen will volunteer to support Apostle Cannon in his efforts to secure this decision. Should such a policy be adopted it would be equivalent to declaring that Mormonism should be tolerated during the lifetime of the Mormons now living, but that no more polygamous marriages can be contracted, and that, with this generation, that portion, at least, of the religious belief and practices of the Mormon Church mast be abandoned. Of course, it will be urged on the other side that the officers of the government, who are sworn to execute the laws, must execute them as interpreted by the United States Supreme Court, and that they must have no more discretion as to polygamy in in Utah than they could as to bigamy in the District of Columbia or any of the Territories. The question is surrounded with many difficulties, and will undoubtedly soon receive the mature consideration of the Cabinet.

LEGISLATIVE BODIES.

INDIANA LEGISLATURE.

Indianapolis, January 10.—The Gov-rnor's message was delivered this after-ioon. It refers entirely to State matters, le believes that too many duties of a minsterial character are imposed upon the their situations while acting as militia men during the labor riots. He thinks that the pupils of the Normal School and the two State Universities should pay reason-

compelled to do so under the penatty of a fine and imprisonment. Suggestions looking toward relieving the courts of the crowded condition of their dockets are made. He also calls attention to the practice of officers' families living at pub-lic institutions free of expense, and sug-gests a change in this, and points to other means of saving public money.

SPRINGPIELD, January 10.—The Legislature met at noon to-day and the Governor's message was delivered. It designates the resumption of specie payments as one of the grandest achievements in the financial history of the nation, an evidence of the wise policy and enormous resources of the country. The total balance in the State Treasury is shown to be \$1,901,080. Recipts for two years \$6,659,771; disbursements \$3,538,628.

NEVADA OPPOSES THE HEATHEN CHINES. The Nevada Senate to-day adopted a pint resolution asking the Congressional elegation of the State to use all honora-

CHICAGO, January 10 .- Advices from Ft. Sill say that the Indians have been greatly liscontented for two months, and that re-

New York, January 10.-The steam Rhivendda arrived to-day from Cardiff,

water is 12 feet above the ordinary level and still rising. A rise of 5 or 6 feet is re-ported at Lynchburg. The Democratic Raid on the Missouri Treasury to be Investigated, Sr. Louis, January 10.-A special from Jefferson City says the House has passed

a resolution providing for a thorough in-vestigation of the alleged frauds in the

CONGRESS.

Washington, January 10

After the excutive session Mr. Sargent introduced a bill permitting Dakota to be-come a State. Referred. Mr. Davis (Illimois), presented a petition of wholesale grocers and dealers in sugar,

of wholesale grocers and dealers in sugar, remonstrating against recommendations of the Secretary of the Treasury, that high and low grades of sugar be admitted at one rate of duty. Referred.

The recommendations of the Committee on Appropriations in relation to the Indian, were taken up and after discussion, the recommendation of the Committee to strike out of the House bill the clause directing the President to prohibit the removal of Apaches and other Indians in Arizona and New Mexico to Indran Territory was nonconcurred in; yeas 8; nays 32.

service from \$30,600 to \$60,000. An amendment reported by the com-nittee, to strike out of the House bill the terior, under direction of the President, to use any surplus that may remain in any of the appropriations made by the bill for the purchase of subsistence for the several Indian tribes, and to supply any subsistence deficiency that may occur for any tribe, providing, however, that the funds appropriated to fulfill the treaty obligations shall not be used, was agreed to.

The bill, having been considered in the Committee of the Whole, was reported to the Senate. The amendments made in the committee were concurred in, and the bill was read three times and passed.

The Senate went into executive session, and, when the doors were re-opened, adjourned until Monday.

HOUSE.

WILLIAM AND MARY COLLEGE BILL LAID ON THE SHELF.

Mr. Halcher, introduced a bill to declare

the forfieted lands to be granted to Mis-souri, to aid in the construction of the Iron Mountain railroad. Mr. Eden, from the Committee on War our from the Committee on Mr. Eden, from the Committee on Mr. Eden, from the Committee on Claims reported back Senate bill authorizing the Secretary of the Treasury to exizing the Secretary of the Treasury to the pay amine the evidence in regard to the pay amine the evidence in regard to the pay amine the evidence in regard to the State for the State of Missouri amine the committee of the C

since 1866 to the militia of that State for military services done by it in suppression the rebellion. Passed. Mr. Gunter, Chairman of the Committee on Private Law Claims, reported a bill for the relief of Myra Clark Gaines, Re-ferred. the roller of says.

The House then went into Committee of the Whole, with Mr. Burchard in the Chair, on the private Calendar. The first bill being the William and Mary College bill.

Mr. Conger opposed the bill and said:
There had been no bill before Congre a

There had been no bill before Congre which had brought to it so much eloquence and rhetoric, and yet which contained ye little substantial legal merit as the William and Mary College bill. He considered it an entering wedge to the successful prosecution of hundreds and thousands of ed it an entering the prosecution of hundreds and thousand the war claims, and involving milliodollars. No Northern man could for this bill and expect to rethe approval of his constituents, peaceful abode of learning about with the gentleman from Massachusetts ing) spoke was used as a prison how the time it was captured by the I army. He appealed from the fancy also of the gentleman from Massachusetts of the gentleman from Massachusetts of the gentleman from Massachusetts.

physically or mentally, to reply to the eloquent, fair, high-toned and clear speech made by the gentleman from Michigan (Conger). He wished he had some of the (Conger). He wished he had some of the strength which he had when he addresse the House before, not with a view to su render his views of the general policy the government, but with a desire to be successed. his country know that the time had come when, looking beyond all local trials and difficulties of the great conflict, they should seize the bright and luminous spots of the conflict and turn their attention to peace. He had come here believing in the educational institutions of the country, and the old moss-grown colleges which had sent such scholars forth into the land to guide the councils of the nation. He had come filled with veneration for them, and his veneration had been increased instead of diminished by the attack made on them. He loved old institutions still, and was determined to love them notwithstanding the attempts made to tarnish them.

Mr. Conger said he had thought it but just to give the gentleman an opportunity to apologize to the House and country for his former speech in behalf of the bill.

his former speech in behalf of the bill. He did not attribute that gentleman's mis-take to the lack of experience for the Lord knows that if there was anybody that need never go to any other Legislature. The gen-never go to any other Legislature. The gen-the Massachusetts Legislature. The gen-tleman had asked the House to make the gratuity to the Institution merely because it was a college and because he was a lover of colleges.

it was a college and because he was a lover of colleges.

Having called attention to the fact that the memorial on which the bill was based had been presented by a Republican, and that the bill had been passed by a Republican House, he was nevertheless one posed to these war claims.

The bill was further advocated by Mr., Good, of Virginia, after which Mr. Philalips moved to strike out the enacting clause of the bill, which was defeated—ayes 79, nays 88.

nays 86.
The committee then rose and reported the bill.

The House then proceeded to vote on The House then proceeded to vote on the third reading of the bill and the result was yeas 87, nays 127. So the bill was rejected, and this action was made final for this session by a motion made by Mr. Conger to reconsider and to lay the motion to reconsider on the table, Adjourned until Monday.

ENGLAND. BEAVY SNOWS WITH HUHRICANES IN IRELAND

BRAYY SNOWS WITH HURRICANDS IN IRELAND AND SCOTLAND,
AND SCOTLAND,
LONDON, January 10.—Dispatches from Scotland report great snow storms and severe gales.
A telegram from Crookhaven, Ireland, states that a fearful storm prevailed there since yesterday afternoon, increasing to a hurricane late last night. Many vessels in the harbor dragged anchors.
Ice is floating down the Thannes in great quantities and steamboat traffic between Chelsea and Woolwich is entirely suspended. Many barges along the river are frozen in.

ANOTHER HEAVY PAILURE. J. D. Fairman, a prominent malster of Bishops, Stratford failed with liabilities from £100,000 to £1,000,000.

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